

REPORT OF AF AIRCRAFT ACCIDENT

Use this form in accordance with AF Reg. 62-14 and AF Manual 62-5, "Aircraft Accident Prevention Manual." Fill in all spaces applicable. If additional space is needed, use additional sheet(s) and identify by proper section letter and subsection number.

Section A—GENERAL INFORMATION

1. PLACE OF ACCIDENT: State, County, nearest town, distance and direction from nearest town. If accident occurred on airport, identify. Nevada - Clark - 30 Miles West of Las Vegas				
2. DATE OF ACCIDENT 17 Nov 55	3. HOUR AND TIME ZONE (Local) 0819 PST	4. DAY DAWN NIGHT DUSK X	5. AIRFIELD OF LAST TAKEOFF Lockheed Air Terminal Burbank, California	
6. CLEARANCE: (Check all applicable) IFR X VFR X Local ☐ Form 175 ☐ Other X Cleared Direct X Cleared Via Airways X Cleared from Burbank, California Cleared to Watertown Airport, Nevada				
7. BASE SUBMITTING REPORT D/FSR OTIG, Hq USAF Norton AFB, Calif.	8. DURATION OF FLIGHT 1:21	9. MISSION OF FLIGHT (Use DD Form 781-1) O-7	10. ALTITUDE of aircraft above terrain if collision, fire, airframe failure, bailout, spin, stall, spiral, occurred Zero	
11. (a) If accident occurred on airport: N/A Length of runway in use ☐ ft. Heading of runway in use ☐ degrees Field elevation ☐ ft. MSL Type of runway surface: (Check) Concrete ☐ Asphalt ☐ Other (Specify) ☐ Wet ☐ Dry ☐				
(b) If accident occurred off airport: elevation at scene of acct. 11,300 ft. MSL Was aircraft taking off, approaching or maneuvering to land? Yes ☐ No X If yes, state airport involved. If no, state nearest airport suitable for landing this aircraft Nellis AFB, Nevada For either airport mentioned in 11b above: State airport type (i. e., AF, A, N, CG, PC, P) AF Distance, airport to accident 36 miles. Heading of runway in use Unk degrees. Magnetic bearing, airport to accident 255 degrees. Airport elevation 1,882 ft. MSL				
12. LIST NUMBERS OF ALL OTHER AIRCRAFT INVOLVED: (File separate Form 14 for each aircraft) None				
13. VIOLATIONS: Yes X No ☐ If yes, discuss in Section M.				

Section B—AIRCRAFT

1. AIRCRAFT NUMBER 44-9068 A	2. TYPE, MODEL, SERIES AND BLOCK NUMBER C-54M	3. ASSIGNMENT AND STATUS CODE at time of accident: MATS (As specified in AFR 65-110)
4. ORGANIZATION POSSESSING AND REPORTING AIRCRAFT ON AF-110 REPORTS AT TIME OF ACCIDENT Major Command Subcommand or AF Air Division Wing Group Squadron or Unit Base MATS Continental 1700th ATG (M) 57th ATS Kelly AFB, Tex		
5. IF AIRCRAFT WAS BEING FERRIED OR DELIVERED INDICATE: (Gaining and losing organizations, date of transfer, ultimate destination) N/A		

Section C—PILOT(S) INVOLVED (Flight Crew)

1. OPERATOR (Person at controls at time of accident)						
a. LAST NAME (Jr., II, etc.)	FIRST NAME	MIDDLE NAME	GRADE	COMPONENT	SERVICE NUMBER	NATIONALITY YR. OF BIRTH
Pappas, George	Manuel Jr.		1st Lt	USAFR	A01911265	USA 1928
b. POSITION IN AIRCRAFT AT TIME OF ACCIDENT Unk			c. ASSIGNED DUTY ON FLIGHT ORDER			
Front or Left Seat Rear or Right Seat			AC X IP ☐ P ☐ CP ☐ Other (Specify)			
d. ASSIGNED ORGANIZATION						
Major Command	Subcommand or AF	Air Division	Wing	Group	Squadron or Unit	Base
MATS		Continental		(M) 1700th ATG	76th ATS	Kelly AFB, Tex
e. ATTACHED ORGANIZATION FOR FLYING						
Major Command	Subcommand or AF	Air Division	Wing	Group	Squadron or Unit	Base
MATS		Continental		(M) 1700th ATG	76th ATS	Kelly AFB, Tex
f. ORIGINAL AERONAUTICAL RATING AND DATE RECEIVED		g. PRESENT AERONAUTICAL RATING AND DATE RECEIVED		h. INSTRUMENT CARD		
Pilot 15 Sept 50		Pilot 15 Sept 50		i. AFSC		
				Type Green Primary 1041B Date of expiration 9 Aug 56 Duty 1041B		
2. OTHER PILOT						
a. LAST NAME (Jr., II, etc.)	FIRST NAME	MIDDLE NAME	GRADE	COMPONENT	SERVICE NUMBER	NATIONALITY YR. OF BIRTH
Winham, Paul	Eugene		1st Lt	USAFR	A03019067	USA 1931
b. POSITION IN AIRCRAFT AT TIME OF ACCIDENT UNK			c. ASSIGNED DUTY ON FLIGHT ORDER			
Front or Left Seat Rear or Right Seat Other			AC ☐ IP ☐ P ☐ CP X Other (Specify)			
d. ASSIGNED ORGANIZATION						
Major Command	Subcommand or AF	Air Division	Wing	Group	Squadron or Unit	Base
MATS		Continental		(M) 1700th ATG	76th ATS	Kelly AFB, Tex
e. ATTACHED ORGANIZATION FOR FLYING						
Major Command	Subcommand or AF	Air Division	Wing	Group	Squadron or Unit	Base
MATS		Continental		(M) 1700th ATG	76th ATS	Kelly AFB, Tex
f. ORIGINAL AERONAUTICAL RATING AND DATE RECEIVED		g. PRESENT AERONAUTICAL RATING AND DATE RECEIVED		h. INSTRUMENT CARD		
Pilot 14 Apr 55		Pilot 14 Apr 55		i. AFSC		
				Type White Primary 1041 B Date of expiration 4 Jun 56 Duty 1041 B		

NOTE: IF MORE THAN TWO PILOTS ARE INVOLVED (FLIGHT CREW) REPORT SAME INFORMATION REQUIRED IN SECTION C2 ON ADDITIONAL SHEET FOR EACH.

Section D—FLYING EXPERIENCE OF PILOT(S) INVOLVED1. WAS OPERATOR ON INSTRUMENTS AT TIME OF ACCIDENT OR IMMEDIATELY BEFORE: Yes No Unknown ☒

If "Yes," check one

Weather Hood

ASSIGNED DUTY ON FLIGHT ORDER	(Complete items 2 through 14 for each crewmember pilot)				
	PILOT (Last Name)	CO-PILOT (Last Name)	INSTR. PILOT (Last Name)	AIRCRAFT CMDR. (Last Name)	STUDENT PILOT (Last Name)
NOTE: List all time to the nearest hour		Winham		Pappas	
2. Total flying hours (including AF time, student time, and other accredited time)		682:30		3161:30	
3. Total rated 1st pilot and instructor pilot hours, all aircraft		201:00		1623:30	Totals of
4. Total weather instrument hours		49:00		345:30	9 Nov 55
5. Total 1st pilot and instructor pilot hours this model (F-86, B-50, C-119, etc.)		201:00		722:00	Records of
6. Total other (Command, a/c cmdr, co-pilot, radar control pilot) hours this model		208:00		661:00	five subsequent
7. Total 1st pilot and instructor pilot hours this model and series (F-84F, F-86D, etc.)		201:00		722:00	flights were
8. Total other (Command, a/c cmdr, co-pilot, radar control plt) hrs this model and series		208:00		661:00	destroyed
9. Total pilot hours last 90 days		150:00		176:30	with the
10. Total 1st pilot and instructor pilot hours last 90 days		71:00		90:00	aircraft.
11. Total pilot hours (night) last 90 days		50:00		25:30	
12. Total pilot hours, weather and hood, last 90 days		20:00		12:00	
13. Date and duration of last previous flight this model		16 Nov 55 APP 3:30		16 Nov 55 APP 3:30	
14. Date and duration of last previous flight this model and series		16 Nov 55 - App 3:30		16 Nov 55 - App 3:30	
15. INSTRUCTIONS: Attach a copy of AF Form 5 for pilot(s) involved for the previous calendar month, and for month in which the accident occurred, to include the flight on which the accident took place.					

Section E—PERSONNEL INVOLVED

(Including operator and all other persons, whether in plane or not)

Duty at time of accident (1)	Name (Last name first, Grade, Serial Number and Component or Service) (2)	Type Aero Rating (3)	ORGANIZATIONAL ASSIGNMENT Command, Subcommand, Group Number and Type, Base (4)	Injury Class. (or missing) (5)	Parachute Used		Ejection Seat Used	
					Yes (6)	No (7)	Yes (8)	No (9)
Pilot	Pappas, George Manual Jr. 1st Lt, USAFR, A01911265	Pilot	MATS, CONTINENTAL DIVISION 1700th ATG (M), 76th ATS (M) Kelly AFB, Texas	Fatal		X		X
Co-Pilot	Winham, Paul Eugene 1st Lt, USAF A03019067	Pilot	Same as above	Fatal		X		X
Flight Mech Tech	Farris, Clayton D. S/Sgt AF 17179350	Acft Observer	Same as above	Fatal		X		X
Flight Attendant	Fasolas, Guy R. A/2C AF 19485594	Acft Observer	Same as above	Fatal		X		X
SEE ATTACHED LIST OF PASSENGERS								

NOTE: If additional space is required to list all personnel involved, attach additional sheet.

Section F—WEATHER

(At time and place of accident)

Ceiling	Visibility	Wind Direction and Velocity	Temperature	Dew Point	Alt. Setting	Other Weather Conditions
See TAB #4						

If weather, including wind conditions, was a factor in the accident, attach statement of weather officer.

Section G—ENGINEERING DATA

1. Damage: (Check one) Destroyed ☒ Substantial ☐ Minor ☐ None ☐		2. Was aircraft damaged beyond economical repair? Yes ☒ No ☐	
3. Estimated number of direct manhours for repair, if applicable. N/A		Cost of damage to aircraft \$386,258.00	
4. Fire before accident ☐ Fire after accident ☒ Fire did not occur ☐		5. Did explosion occur? Yes ☒ No ☐ As fire	
6. How many T.O.s not complied with at time of accident? 11 (List T.O. numbers and titles on separate sheet)			
7. Has your Base previously submitted a UR on any factor involved in this accident? Yes ☐ No ☒			
8. Is a UR being submitted as a result of this accident? Yes ☐ No ☒ (If "Yes" attach copy) UR number.			
9. Is TDR requested? Yes ☐ No ☒ Attach copy of request			

Section H—DAMAGE

DESCRIBE BRIEFLY EXTENT OF DAMAGE TO AIRCRAFT AND ANY PROPERTY DAMAGE INCURRED.

Aircraft abandoned at site of crash until more favorable weather conditions (Summer 1956) are available to determine salvage possibilities. There was no damage to private property. (See Section M, paragraphs 2a, b, & c)

Section I—PHASE OF OPERATION (Check only ONE)		Section J—ACCIDENT TYPE		Section K—CONDITIONS AFFECTING ACCIDENT
ENGINES RUNNING—NOT TAXIING	P	S	Check one accident type as "Primary." Check all others applicable as "Secondary."	(Check all applicable)
Pre-flight			Ground or water loop	Immediate forced landing
Post flight			Wing-tip landing	Precautionary landing
Other			Wheels-up landing	Fuel exhaustion or starvation
TAXIING			Hard landing	Engine stoppage or flameout
To takeoff			Collapse or retraction of gear	Lost or inaccurate navigation
From landing			Undershoot	Pertinent T.O.s not complied with
Within other area			Overshoot	Simulated emergency
TAKEOFF			Nose-up or nose-over	Ditching (intentional and controlled)
Run			Collision with other aircraft	Accidents in water (other than ditching)
Climb			Collision with ground or water	Explosive decompression
Discontinued (aborted takeoff)			Collisions—Other	Intentional damage to avoid greater hazard
IN FLIGHT			Spin	GCA, ILAS or range approach used
☒ Normal flight			Stall	Exceeded mach or near mach
Acrobatics			Fire and/or explosion on ground	Compressibility
Formation tactics			Fire and/or explosion in the air	Gear failed to extend
Other maneuvers			Airframe failure in flight	Prop reversal
LANDING			Abandoned aircraft	Uncontrollable porpoising in flight
Approach			Prop or jet-blast	Struck arresting barrier
Flare-out			Equipment loss in flight	Touch and go
Roll			Other (indicate)	Other (indicate)
GO-AROUND			Undetermined	
OTHER (indicate)				

Section L—CAUSE FACTOR ANALYSIS

(See AFM 62-5 for definitions)

P	C	Check one primary cause factor (P), and those contributory cause factors (C) that may be applicable. NOTE: Contributory cause factors may appear in same major category as primary cause, i. e.—both primary and contributing cause factors may be "Operator error."
☒		OPERATOR ERROR Incorrect operation of the aircraft or its systems; improper technique; inadequate flight preparation; improper procedures; faulty judgment, etc., by person(s) at controls of aircraft at time of accident.
		CREWMEMBER ERROR Error committed by any member of the flight crew except operator(s).
☒		SUPERVISORY ERROR Inadequate exercise of command; inadequate supervision of aircrews, operations, maintenance and other functions supporting flying operations; inadequate supervision of training, etc. (Incl. IP's & AC's)
		MAINTENANCE ERROR Improper repair, service, inspection or installation of aircraft components, parts or systems; inadequate or improper compliance with established maintenance procedures.
☒		OTHER PERSONNEL ERRORS Errors committed by other than aircrew, supervisory or maintenance personnel. Includes GCA, Weather, Tower, Communications, Installations and any other supporting personnel, etc.
		MATERIEL FAILURE Failure or malfunction of the airframe, engine or any other system, component or accessory of the aircraft, etc.
		AIR BASE OR AIRWAYS Any malfunction, inadequacy or absence of air base and/or airways equipment or facilities, including deficiencies and hazards of runways, taxiways, aprons, overruns, clear zones, etc.
☒		WEATHER CONDITIONS Reduced visibility, icing, turbulence, thunderstorms, surface wind, winds aloft, low ceiling, etc.
		MISCELLANEOUS CONDITIONS Bird strikes, struck tow target, chock, ricochets, hypoxia, vertigo, fatigue, etc.
☒		UNDETERMINED

Present detailed description of acts, events, or conditions considered to be primary or contributory cause factors (separate paragraph for each) in FINDINGS portion of Narrative Description of Accident required by Section M.

Section M—INSTRUCTIONS FOR COMPLETING NARRATIVE DESCRIPTION OF ACCIDENT

THE "NARRATIVE DESCRIPTION" WILL INCLUDE THE FOLLOWING INFORMATION PREPARED ON SEPARATE SHEETS OF PAPER AND ATTACHED TO THE AF FORM 14.

1. HISTORY OF FLIGHT (See AFM 62-5)

A concise narrative of all established facts and circumstances in chronological order of the flight from takeoff to termination will be presented; i.e., date, time and point of departure, type of clearance, mission, destination, hours of fuel, ETE, position reports, weather, etc.

2. INVESTIGATION AND ANALYSIS (See AFM 62-5)

This section will vary in content according to the complexity of the accident and the extent of the investigation. Depending upon the nature of the accident, separate paragraphs should describe the examination, analysis and findings of any or all of the following: aircraft engines; airframe and structures; control system; electrical system; hydraulic system; flight instruments; navigational aids and air base facilities; adequacy of command and staff supervision of flying operations and training; adequacy of maintenance procedures, inspection and training; unit directives and SOPs, and any other factors pertinent to the accident. List and discuss any violations.

3. FINDINGS (See AFM 62-5 for details of presentation)

This section will list the significant factual determinations resulting from investigation of the accident. Separate paragraphs will be used to enumerate the following: primary cause of the accident; each contributing cause factor of the accident; various deficiencies or inadequacies of equipment, procedures, operations, maintenance, supervision, facilities, etc., which although not direct contributing factors to this accident, are hazards to safety of flight; various considerations not classed as contributory causes of the accident but implementation or installation of which would have decreased or minimized the probability of the accident having occurred.

4. RECOMMENDATIONS (See AFM 62-5 for details of presentation)

This section will contain, in concise and direct statements, a listing of the remedial or corrective actions which, in the opinion of the investigating officer or board, will prevent recurrence of similar type accidents and eliminate the deficiencies cited in "Findings" of the investigation.

RECORDER'S CHECKLIST FOR ATTACHMENTS TO THE AF FORM 14

(See AFM 62-5 for desired sequence of Form 14 series and attachments)

THE FOLLOWING WILL BE ATTACHED TO ALL REPORTS OF MAJOR AIRCRAFT ACCIDENTS (AF FORM 14)		THE FOLLOWING WILL BE ATTACHED TO REPORTS OF MAJOR ACCIDENTS WHEN APPLICABLE	
1. ☒	Narrative description of Accident (Section M)	14. ☐	Board proceedings None
2. ☒	AF Form 14A	15. ☒	Statement of control tower operator(s)
3. ☒	AF Form 14B	16. ☐	Statement of runway control officer N/A
4. ☒	AF Form 5, Pilot(s) involved (See Sec. D, Item 15)	17. ☒	Statement of weather forecaster
5. ☒	Statements of crew members and witnesses (when available)	18. ☐	Statements of rebuttal or statements declining the opportunity N/A
6. ☒	List of Technical Orders not complied with (See Section G, Item 6)	19. ☒	Transcripts of communications recordings
7. ☒	DD 175 or DD 113 (Clearance) CAA AC4398 Flight Plan	20. ☐	Statement of damage to private property None
8. ☐	DD Form 781-1 Destroyed	21. ☒	Map showing geographical location of accident
9. ☐	DD Form 781-2 Destroyed	22. ☒	DD 365F (Form F)
10. ☒	Diagram of scene of accident	23. ☒	AF Form 14C
11. ☒	Photographs (identified)	24. ☐	AF Form 14D N/A
12. ☒	Index to AF Form 14 attachments	25. ☐	AF Form 14E N/A
13. ☐	NOTE: Determine Security classification of reports (if applicable) N/A	26. ☐	AF Form 14F N/A
		27. ☐	AF TO 29 (Unsatisfactory Report) N/A
		28. ☐	If aircraft being transferred, ferried, etc., attach copies of coordination messages showing gaining and losing organizations N/A

Section N—AUTHENTICATION

(NAME AND GRADE)

President	<i>George H. Pittman, Jr.</i> Accident Investigation Officer GEORGE H. PITTMAN, Jr., Lt Col
Maintenance Officer	Medical Officer
AACS Representative	AWS Representatives
Member	<i>Nathan G. Deanehouse</i> NATHAN G. DEANEHOUSE, Major